

REPORT

B - Personnel and Administration. (Con'td)

4. Lessons from observation of personnel are that officers and men should be thoroughly trained as soldiers before entrusting to them the valuable equipment of a motor train. This will prevent much unnecessary expense, due to breakage, speeding, etc., as well as preserve the standard of conduct essential to a good soldier.

Roads must always be reconnoitered and repaired far enough in advance of main body so that delays will be obviated.



C - Roads.

The Lincoln Highway was almost constantly followed after meeting same at Gettysburg, Pennsylvania. The road through Maryland was of concrete, and excellent in all ways, except that it is a little narrow for convoy work. Ten miles of dirt road from Emmitsburg, Maryland, to Gettysburg, Pennsylvania, had several old, low covered wooden bridges. They were too low to admit passage of high topped vehicles.

Road through Pennsylvania was almost entirely tarvia, and very good, though at some points, poorly graded.

Through Ohio and Indiana a great portion was paved and macadamized. In Illinois train started on dirt roads, and practically no more pavement was encountered until reaching California.

The dirt roads of Iowa are well graded and are good in dry weather; but would be impossible in wet weather. In Nebraska, the first real sand was encountered, and two days were lost in western part of this state due to bad, sandy roads. Wyoming roads west of Cheyenne are poor dirt ones, with weak culverts and bridges. In one day - 14 of these were counted, broken through by the train. The desert roads in the southwest portion of this state are very poor.

In western Utah, on the Salt Lake Desert, the road becomes almost impassable to heavy vehicles. From Orr's Ranch, Utah, to Carson City, Nevada, the road is one succession of dust, ruts, pits, and holes. This stretch was not improved in any way, and consisted only of a track across the desert. At many points on the road, water is twenty miles distant, and parts of the road are ninety miles from the nearest railroad.